

THE HAWAIIAN GAZETTE

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TUESDAY MORNING
SEPTEMBER 19, 1916.

THE ADVERTISER'S SEMI-WEEKLY

BREVITIES

(From Saturday Advertiser.)

R. H. Trent is having bad luck with his Teddy bears. One received last month died after a few days, and one of two shipped in the Makura, here yesterday from Australia, died on the voyage.

Thirty-two thousand dollars will be spent by the Honolulu Y. M. C. A. in association work in the next eight months. The budget for this sum, for the next eight months, has been approved.

Charles Joseph, of Hobron avenue, Kapahulu, died yesterday in the Leahi Home. The funeral was held yesterday afternoon from Williams' undertaking parlors, interest being in the local view cemetery, Pearl City. Joseph was a native of Hawaii, twenty-five years, six months and twenty-seven days old. He was unmarried and a laborer.

The new Boys' Detention Home, recently completed at Hilo through the efforts of Rev. Father Aloisius Borg, was opened and dedicated yesterday with appropriate ceremonies.

The great register of the county will be closed in the city clerk's office on Saturday, September 23, until after the primary election, which takes place on October 7. No one will be allowed to vote at the primary unless his name is properly entered in the great register.

Unaided and alone, Rev. Father Rodriguez Frana of the Catholic Cathedral yesterday morning put out an incipient fire in the rear of the mission premises. Some careless person set fire to the dry grass in an adjoining house but the clergyman's timely work probably prevented a serious fire.

The funeral of Peter Johnson, who died on Friday following a fainting fit in the police court, was held yesterday afternoon from Williams' undertaking parlors, interest being in the Leahi View cemetery. Johnson's home was at Camp 2, Vineyard street. He was married, a sailor, native of Denmark and forty-seven years old.

(From Tuesday Advertiser.)

Harry D. Beveridge, sugarboiler of the Onomes Sugar Company at Papakou, Hawaii, is a visitor in the city.

An automobile owned by T. Moskowsky was practically destroyed by fire yesterday afternoon in Sixteenth avenue, near Leahi, Kaimuki. The machine was insured.

The territorial grand jury will meet at two o'clock this afternoon, instead of on Friday, as many members of the jury expect to attend the county fair and civic convention in Hilo.

Post exchanges in the Territory yesterday were notified that official notices had been received at the Hawaiian Department headquarters revoking the documentary revenue stamp law.

At the joint meeting of the Democratic territorial and county committees, Prof. W. A. Bryan was appointed treasurer for the coming political campaign. Plans for the campaign were made.

James William Wiley, kamaina, died in the island of Laysan on September 13, according to information received here. He was eighty-four years old and a native of New Brunswick, Canada. A carpenter and contractor, Wiley lived in Honolulu and elsewhere in the islands for more than a third of a century.

MISS ELLEN JOHNSON
SUMMONED BY DEATH

Funeral Services Held in Central Union Church

Miss Ellen Augusta Johnson died at the Peninsula, Oahu, at ten o'clock Friday morning, after a brief illness. She was the youngest daughter of the Rev. Edward Johnson and Mrs. Lois Johnson of Waiohio, Kauai.

Her parents were both born in New Hampshire, and came to these islands as missionaries of the American Board in 1837 and were stationed at Waiohio, Kauai, where they lived for many years. Mr. Johnson died at sea on board the missionary vessel Morning Star, Sept. 1, 1867, on the return voyage from Micronesia, where he had been on a missionary tour.

Miss Ellen Augusta Johnson was born November 26, 1850, at Waiohio, Kauai, and was in her sixty-sixth year. She was kind and gentle by nature and beloved by those who knew her. She had been living for a number of years with her sister, Miss A. Frances Johnson, at the Peninsula.

Surviving the deceased are Miss A. F. Johnson of Pearl City, a sister; Mrs. D. K. Fyfe of Santa Cruz, California, a sister; Henry Johnson of San Diego, a brother; Mrs. Sarah Elizabeth Williams of Santa Cruz, a sister; died in January, 1915. Another sister was Mrs. Louise Bindt, who died twenty years ago.

The funeral services for the late Miss Ellen Augusta Johnson were held at the Central Union Church Sunday afternoon, Rev. Doremus Seudder, D. D., officiating.

The church quartet, composed of Miss Charlotte Hall, Miss Agnes Judd, Philip Hall and Stanley Livingston, sang "Jesus, Tender Shepherd Lead Me," and "Safe in the Arms of Jesus."

Doctor Seudder took his text from the Twenty-third Psalm, "The Lord is my shepherd; I shall not want," and spoke very tenderly of the life and Christian character of Miss Johnson.

Many beautiful floral pieces showed the sympathetic love of many friends, one dainty piece having the love name, "Aunt Ellen," embossed in the center.

The interment of Miss Johnson was under the direction of H. H. Williams in the Mission plot at Kawaiahae cemetery. The pallbearers were Hon. W. O. Smith, Judge S. B. Hale, Henry Smith, E. C. Smith, W. W. Chamberlain and Douglas Pyfe.

PERSONALS

(From Saturday Advertiser.)

On an inspection trip of Kauai, Alvin Johnson, of the territorial survey office, left in the Maui for the Garden Island on Thursday evening.

W. M. Buchanan, of the shipping department of Theo. H. Davies & Co., sailed in the Makura yesterday afternoon for Vancouver on a seven weeks' vacation.

August Humburg, of H. Hackfeld & Co., Rev. J. C. Villiers, Dr. T. Katsunuma and P. A. Gorman were among those leaving in the Claudine last night for Maui.

Louis C. Halverson and Mrs. Matilda McCandless were married on Thursday by Rev. Henry H. Parker, pastor of Kawaiahae Church. The witnesses were Nora P. Thomas and W. J. Lillie.

C. W. Hudson, at one time bookkeeper of the Hilo Mercantile Company, returned yesterday in the Makura from Australia. He will leave in the Mauna Kea this afternoon for his home in Hilo.

Mr. and Mrs. Joseph Taylor Armitage, parents of Arthur H. Armitage of the shipping department of Castle & Cooke, and Miss Madge Armitage, sister, arrived from New Zealand in the Makura yesterday.

Henry W. Kinney, superintendent of public instruction, who was recently operated at the Queen's Hospital, is getting along nicely and expects to be able to return to his Kaimuki home in about a week.

Albert H. Hudson will arrive in the Wilhelmina on September 26 and will resume his former position as assistant chief clerk of the railway mail service in the local postoffice. He has been visiting in the mainland for some time past.

(From Sunday Advertiser.)

Among the passengers in the Kiluea (for Lahaina, Maui, last night were Mrs. L. L. Omer and daughter, J. J. Walsh, S. T. Short and A. Stevenson.

W. H. C. Campbell of Hilo is visiting in the city. He will probably return to his Big Island home in the Mauna Kea on Wednesday morning.

Jack Payne, Frank Woods, Henry Beckley, Otto Ludloff, Gaston J. Boies and J. D. Fraser were among those leaving in the Kiluea last night for Hilo.

Daniel Quill, with the Hawaiian Commercial and Sugar Company of Panama, returned in the Kiluea last night to his Valley Island home, after a short visit in the city.

Manuel B. Goetz and Miss Augusta Berger were married on Friday by Rev. Father Reginald Yzendoorn of the Catholic Cathedral. The witnesses were Arthur Vierra and Miss Adelaide Rodriguez.

Mr. and Mrs. Joseph T. Armitage, parents, and Miss Madge Armitage, sister of Arthur H. Armitage of the Castle & Cooke shipping bureau arrived in the Makura on Friday from Australia and will visit here.

With Rev. Father Reginald Yzendoorn of the Catholic Cathedral officiating, Samuel Lono, Jr., and Miss Clara Palakiko Akana were married yesterday. The witnesses to the nuptial ceremony were Samuel Palakiko and Miss Rebecca Palakiko.

(From Tuesday Advertiser.)

Among the passengers leaving last night in the Maui for Kauai were Senator Charles A. Rice, W. Merber and O. Bachof.

Otto W. Rose, who spent the past week visiting in the city, will return in the Mauna Kea tomorrow morning for his home in Hilo.

A son was born on Friday to Mr. and Mrs. Samuel Kakekela of 1726 Ashford street, Kalihi. The new arrival has been named Enoch.

Mr. and Mrs. Peter Silva de Mello of 1818 Bush lane, off Lunalua, Aiea, welcomed on Friday the advent of a daughter at their home.

Henry K. Kellner of the H. Hackfeld & Co. Hilo branch will return next Saturday to his Big Island home. Mr. Kellner came to Honolulu to spend his annual vacation.

Judge John L. Kaulukou, district magistrate of Kailua, Kona, will return to the Kiluea at noon today to his West Hawaii home, after a visit of two weeks in the city.

Judge and Mrs. W. H. Hayselden and children, of Waiohio, Kauai, who have been visiting in the city for some time past, will leave in the Kiluea today for their home in West Hawaii.

Mr. and Mrs. H. R. Jones, George P. Cooke, J. H. Kurewa, E. T. Wilder, R. W. Smythe, D. L. Austin and Frank Burns were among those leaving in the Mauna Kea for Maui last night.

Pelix Lampanga and Miss Norberta Dacanay, well known in the local Filipino colony, were married yesterday in the Catholic Cathedral. Rev. Father Albone Bouwmeester performing the service.

Judge W. S. Wise, district magistrate of Hilo is a visitor in the city. He is registered at the Alexander Young Hotel and may return in the Mauna Kea tomorrow to his home in the Big Island.

Capt. Neils T. Neilson, deputy warden of Oahu Prison, who has been at the Queen's Hospital for some time past, is reported doing nicely and likely will be able to be out of the institution shortly.

James Oliviera of this city and Miss Georgina Bonard of Wainana, this island, were married on Saturday in the Waianae Catholic Church by Rev. Father Sebastian Konze. The witnesses were Domingos Lopes and Miss Georgina A. Silva.

Henry W. Kinney, superintendent of public instruction, is still at the Queen's Hospital, where he was operated early last week. Saturday and Sunday Mr. Kinney passed poorly, but yesterday he was reported doing much better and may be able to leave the hospital in a week or two.

Bishop Libert, head of the Catholic Church in the Territory, has written from Hilo that he expects to remain in the Big Island a month. The bishop and Brother Sylvester went to Hilo last week to attend the opening and dedication of Father Louis' Home for Destitute and Dependent Boys.

EXPERT PROPOSES
BIGGEST WARSHIPSWriter Tells Why United States
Should Build Dreadnoughts
of 60,000 Tons

Construction of the United States battleship limit, greater warcraft in the world and forerunner of a supreme type of sea fighters, as the British Dreadnought was of her class, is advocated by Comdr. William Adger Moffett, U. S. N., and his suggestions have attracted wide attention among his fellow officers of the Navy.

Commander Moffett, who is commander of the naval training station of the Great Lakes at Lake Bluff, Illinois, is regarded as an expert on construction. Specifications of the limit, which would exceed any projected ship in the world's navies by many thousands of tons, are contained in an article by the commander in the current number of Sea Power, published in Washington by the Navy League and generally regarded as an organ of officers of the navy and advocates of a new building program.

Opposes Admiral Bridge

Commander Moffett takes direct issue in the article with the recent statement of Admiral Sir Cyprian Bridge of England, who believes that effective fleet fire control has rendered former warships inadvisable, as the problem of all big gun fire would be solved better by a number of ships of the present super-dreadnought class.

Admiral Bridge's statement was part of an interview in which he declared that the United States Navy's new building program was a modest one in view of world conditions.

In Commander Moffett's opinion, and it is said to be shared by other naval officers, displacement should be regarded as previous standards, the deciding factors being speed, endurance, battery, armor and fuel-carrying capacity.

Would Be Most Powerful

"Is it not fair to assume," he asks in the article in Sea Power, "that it is not certain, that if battleships' displacement is increased from 10,000 tons in 1890 to 32,000 tons in 1916, that it will continue to do so until the limit has been reached? Why not go the limit at once? By so doing we scrap the battleships of every navy in the world. By spending the money we would spend on smaller ships, we build a smaller number of vessels, but the most powerful fleet in the world."

Three Times Oregon's Size

Commander Moffett points out that the growth of the United States battleship from the Oregon type to the new Pennsylvania has been accomplished in less than twenty years and submits in addition the specifications of his proposed sea giant, the limit, in the following table:

Date	Length	Arm't	Ton'ge
Oregon 1896	358 ft.	4 13-in.	10,288
Pa. Can. 1909	450 ft.	8 12-in.	16,000
Dela. 1910	510 ft.	10 12-in.	20,000
Penna. 1915	600 ft.	12 14-in.	31,400
Limit 1917	995 ft.	15 18-in.	60,000

"Other navies would have to follow our example," he says, and build ships like ours or give up the competition. We could stand the cost better than any other nation. It is, therefore, an advantage to us to make navies cost as much as possible. We have more money than any other nation and will have more, comparatively, at the close of the war, when most of them will be bankrupt. It is, therefore, to our advantage to make our ships cost more."

The Canal Ties Limit

"The limit for us in the size of battleships is the Panama Canal locks," he says. "It is also the limit for any power that might go to war against us, for none would sacrifice the advantage of being able to send its fleet through the canal. The limit, therefore, of displacement of our battleships is within 1000 feet in length and 110 feet in beam, the dimensions of the Panama Canal locks. Let us, therefore, go the limit at once, while we have the opportunity to do it, ahead of all our rivals, and build the limit at the same time in everything; that is to say, in speed, caliber of guns, endurance, fuel, ammunition."

ELMER DAVIS SUSTAINS
ACCIDENT WHILE HUNTINGShotgun Explodes and Hunter
Loses Two Fingers

Elmer E. Davis, bookkeeper for the Trent Trust Company, was the victim of a painful and serious accident last Saturday while he was hunting with a party of friends at Kahuku, this island.

While taking a shot at some game the shotgun exploded and the two last fingers of Mr. Davis' left hand were blown off. Vernon M. Gedge, of Theo. H. Davies & Co., who was with Mr. Davis, took the injured man to his motorcycle to Wainana. From Wainana Mr. Davis was taken to Schofield Barracks, where first aid treatment was given him, after which he was brought to the city.

The accident was unexpected and seems to have occurred in some unexplained manner. Luckily for Mr. Davis he was not injured otherwise, his face escaping the flying metal debris when the gun exploded. His injuries attended to, he is doing nicely.

BILL TO ELIMINATE
NEGRO FROM ARMYUnusual Measure Appears in
House of Representatives—
Secretary Opposes It

A bill prohibiting the enlistment or reenlistment of negroes in the army or navy of the United States is one of the unusual measures introduced at the session of Congress which has just ended. The name of the author is not disclosed by the Congressional Record of September 1, which issue of the official publication records the fact that Secretary of War Baker will warmly oppose the bill if it is ever urged in the national lawmaking body.

Thomas Taggart, the new senator from Indiana, called attention of the upper branch to the measure on September 1. He announced that he strongly opposed any such legislation, that he had written to the Secretary of War on the subject and had received assurance the cabinet official also is against it.

Taggart's letter and Secretary Baker's reply, printed in the Congressional Record are as follows:

"Hon. Newton D. Baker, Secretary of War."

"Dear Mr. Secretary: My attention has been called to H. R. 17183, introduced in the House of Representatives July 27, 1916, which I am inclosing herewith.

"This bill states that hereafter there shall not be enlisted or reenlisted in the military service of the United States, either in the Army or Navy, any person of the negro or colored race. 'I feel sure that this bill does not meet with the wishes of the War Department. There are several occasions that call to my mind the valor and loyalty of the negro soldiers, and only recently their bravery was shown at Carrizal, Mexico.

"I am opposed to this bill. 'I hope to hear from your department that this bill does not meet with your approval, and with personal regards, I beg to remain,

"Yours, very truly,

"T. TAGGART."

War Department,

"Washington, August 30, 1916.

"Hon. Thomas Taggart,

"United States Senate.

"My Dear Senator: I have received your letter of August 28 and read the copy of H. R. 17183 which you inclosed.

"My attention had not been before called to this bill, and so far as I know, it has not been referred to this department for opinion. The purpose of the bill is to prevent the enlistment or reenlistment of people of the colored race in the military service of the United States. Any such bill would receive the disapproval and adverse recommendation of this department.

"Those who are familiar with the history of our country from the armies organized by George Washington in the American Revolution down to the present day know that brave and often conspicuously gallant service has been rendered by colored troops. In the most recent instance, at Carrizal, in Mexico, these colored troops conducted themselves with the greatest intrepidity, and reflected nothing but honor upon the uniform they wore.

"Very truly, yours,

"NEWTON D. BAKER,

"Secretary of War."

The measure reads as follows:

"A bill (H. R. 17183) to prevent the enlistment of negroes in the military service of the United States.

"Be it enacted, etc., That hereafter there shall not be enlisted or reenlisted in the military service of the United States, either in the Army or Navy, any person of the negro or colored race.

"Sec. 2. All laws and parts of laws in conflict herewith are hereby repealed."

BIG BATTLESHIP NEVADA

COMPLETES FINAL TRIALS

WASHINGTON, September 17.—The superdreadnought Nevada commission of last March, has completed her final acceptance trials and joined the Atlantic fleet on the southern drill grounds for target practice.

Admiral Benson, chief of operations, said he had every reason to believe the test was satisfactory.

Driven by the oil-burning engines, the Nevada was required to make nineteen knots for twenty hours and her maximum of 20.5 for one hour. She has a tonnage of 27,500 and carries ten 14-inch guns.

JAPANESE CHILDREN

ENJOY BEACH PICNIC

More than 100 Japanese children yesterday enjoyed an outing on the grounds of Mrs. W. G. Irwin's beautiful home near the public bath at Waikiki. The picnic was given by the directors and members of the Japanese children's association and was made possible by the generosity of Mrs. Irwin. Shortly before noon the children boarded a special car at Nuuanu street and were taken out to the beach home. They were accompanied by their parents. After a generous luncheon they spent the afternoon by playing a number of interesting games.

MILITARY AEROPLANES

By far the greatest number of flying machines used in the war are biplanes, because these machines not only land more easily and rise more quickly than monoplanes, but they can carry a greater weight of bombs and gasoline. An exception to the general rule is what is known as the "parasol plane." It is really a biplane with the lower pair of wings removed, the engine, pilot and observer all sitting under the upper plane, and thus giving rise to the nickname of "parasol."

This type of monoplane is chiefly used for directing the fire of the guns. An ordinary monoplane it is difficult for the observer to see below him.

Universal Service

THEODORE ROOSEVELT—I believe in universal service based upon universal training. I believe in this because I think it would be not only of incalculable benefit to the Nation in the event of war, but of incalculable benefit to the individuals undergoing it, and therefore to the Nation as a whole as regards the work of peace. The military tent where boys sleep side by side will rank next to the public school among the great agents of democracy.

Robert Bacon, former Secretary of State—I am more than ever convinced that there is but one satisfactory solution for military preparedness of the Nation, in fact, for the maintenance and endurance of the Nation itself in a high place in the affairs of the world, and that is universal service—the spirit of service and sacrifice for the Nation. Unless we learn to speak in terms of a nation, and subordinate our local and material ambitions; unless the Nation, in claiming its international rights, learns to appreciate its duties and international obligations, the Nation can not endure as one of the respected members of the society of nations.

There has been a great change in sentiment and opinion about universal service. Everywhere in New England, the Middle States, the Mississippi Valley, the South, and the great Southwest, as far as Arizona—I have found but one opinion: That universal service for the Nation, whether it be enrolment for the military or for broader work of industrial efficiency for national purpose, is the only democratic principle of national life, and only by such service can we obtain justice and equality for all citizens of the great community. These are the undoubted facts, which have been emphasized by the lessons of this great world war, and which are proved beyond a question to the mind of anyone who is brought in close contact with the army now encamped along our border, both regulars and militia.

John Grier Hibben, president of Princeton University—As citizens of this great Republic we must realize that patriotism has come to have deeper meaning, namely, recognition of personal obligation to one's country and readiness for sacrifice.

Gen. Leonard Wood—The volunteer system has never succeeded and never will. The only true ideal is obligatory military service. Manhood suffrage and manhood service must go together.

Hon. James W. Wadsworth, United States senator from New York—We send our children to school so that they may fit themselves to combat forces of ignorance and vice, which, if allowed unrestrained within our borders, would soon destroy the Republic. Is it not likewise the duty of a true democracy to train its young men to combat successfully those forces which may attack its institution from without?

Cardinal Gibbons—I believe in preparedness and in compulsory military service for all men of the Nation. Compulsory service is the best means to preparedness.

John Purroy Mitchel, mayor of New York City—I believe in universal male military training after the plan of Switzerland or Australia. I believe that the American people must and will come to this sooner or later. I pray that they may adopt it before national disaster and not after.

Henry L. Stimson, former secretary of war—This problem of national defense will never be permanently solved until it is distributed among the whole people by some system of universal liability to military training.

Prof. Henry C. Emery, of Yale University—One of the most profitable investments this country can make, from the standpoint of universal business, is universal service and training. There can be no question about that.

It has been an old theory of the economists for years that there are two great costs in the maintenance of military establishments, one the money cost year by year paid out of taxes, the other what is supposed to be the great economic loss in the employment of a large number of young men in nonproductive activities. Neither of these is quite justified. Of course, there is the money expense; I do not need consider the question as to how that compares with other expenditures. I only call your attention particularly to the fact that the money spent by Germany before the war in maintaining her great establishment was one-third the amount spent by the Germans for beer.

If the American people were willing to sacrifice, say, two things—chewing gum and going to the movies—we could maintain an army so big that nobody would dare to look at us from across the way. These expenditures, when compared with the real expenditures of living—the things we care for—are very small. But it makes no difference how much the amount is, it does cost money, of course, to maintain a large military establishment. But then it takes money to build a Union Pacific Railroad; it costs money to build a Panama Canal; it costs money to build any great constructive enterprise.

The question is, what do you get back for your money and the question of the actual dollars and cents invested is of no importance. It makes no difference whether you spend \$100,000,000 or \$500,000,000, from the economic point of view; the question is, are you getting a fair return on your money? My argument is simply that for every man that you educate in the military training for a short period sufficient to give him the efficiency necessary for the industrial life, you get back more than the expense.

The Fruit of the Tree

"AS THE twig is bent, the tree is inclined." The force of the old saying is brought home to us daily as we see the "chickens come home to roost," the rancid, soggy bread return upon the waters, in men's lives, when their earlier days rise up to demand a full accounting.

As the murderer unrolls the sordid and unsavory panorama of his past life the logical sequence of cause and effect is clearly seen. No "film drama" was ever a more melodramatic portrayal of the results of following the primrose path along the line of least resistance. It is easy to point a moral from the tale, and countless sermons upon the wages of sin are preached the country over as a by-product of the telling. The deed is only the culmination of a life of crime begun in a day of small things with minor offenses constantly and villainously enlarging, says the Philadelphia Public Ledger.

The child of furtive meanness and callous brutality was father to the man of homicidal instinct and frantic avarice. He was cruel to animals when he was little. He slighted his schoolbooks and cheated at examinations and stole from the members of his own fraternity in college. Then he embarked on a long and consistent course of cheating in business, and to secure promotion and prestige habitually lied about his former activities. The climax was reached when, in order to get her money, he wooed and married a girl he did not love and committed the atrocious infamies at last disclosed in full.

Evidently there was a taint in the blood at the start. Who can say what might not have been done to eradicate or mitigate that taint with a fit environment and a careful training? The plausible shrewdness and the real ability employed to criminal ends, the pleasing superficial personality that advanced the miscreant high in social favor, might under changed circumstances have counted to produce a valued member of society.

"It takes a life to make a life," said a wise man of God, and this is as true of a good life as of a bad one. Instinctively you fight shy of a man whose eyes you cannot trust, whose glance is furtive, who wears in his face the records of a life of wilful yielding to impulse and a loose rein to passion. The slow and steady fellow who stuck at his job and was painstaking though prosaic has the hero medals, the bouquets and the plaudits denied his brilliant rival.

What Is Labor?

SENATOR SHERMAN of Illinois has been subjected to bitter attacks in the senate because of the part he has taken in making the checkered political history of Samuel Gompers a matter of public record. Prefacing his remarks by the statement that he considered Mr. Gompers a bluffer and a political coward Senator Sherman said:

"When I was younger, and had less experience and possibly less sense, I spent some of my time on the platform endeavoring to settle a question with a man of Mr. Gompers's type. I have found out that it is love's labor lost. Not only that, but it is casting pearls before swine. 'Should a man reason with unprofitable talk?' queried the man in Holy Writ, 'or with speeches wherewith he can do no good?'"

If I did not think I was doing the cause of law-abiding, decent American citizens some service, without regard to whether they are Democrats or Republicans, I would not take my time here this afternoon. I have never had any trouble with a representative of organized labor except Mr. Gompers. I have dealt with the ones named and with many more. I believe in the cause of organized labor, and my conduct has shown the sincerity of that belief. I would extend labor to go beyond that even of the human hand, because without mingling it with intelligent thought it is nothing but unskilled labor and the crust of human effort. So I would extend labor to include much more than Mr. Gompers's definition.

We Senators are laborers. We have no eight-hour day here at any time, whether we are approaching the end of the session or otherwise. A laborer is anyone who does anything useful in the great field of human effort, that ministers to the convenience, the comfort, the esthetic taste or the wants in sickness or health of the human family. Anything that produces food, clothing, or shelter, or renders the human habitation or the head of his family and his family more capable of discharging his duty, making life more tolerable, embellishing, adorning, or dignifying life, can be included under the term of labor.

Three thousand years have elapsed since marbles preserved to this day rang with the sculptor's chisel. They are works of art; and the sublime genius that preserved them to our day was as much a laborer in the great vineyard of human affairs as the man who holds the plowhandle or pours the molten iron into the mold in the foundry. The canvas of Titian or of Rembrandt was as much the result of human labor as the work of the man who holds the throttle in the locomotive. Titian died at ninety-nine years of age, of the plague. It shows how good it is for a man to work at something as long as he can stand on his feet.

So we would include all of these things, but Mr. Gompers excludes them all. Nobody is a laborer, according to him, unless he works with his hands. The more you mix your mind with it, according to Mr. Gompers's definition, the less of a laborer you become.

Why Some Fail

A WHISKEY ad declared: "Total abstinence is a form of fear—and fear is the cause of failure. Cast